It is so exceedingly warm, that anything like excitement would be totally out of place; and since we with them. The Directors have ordered the Presiindividuals, or great conventions. We think it about time for the press of the South to repudiate all lumburs, and all pretentions of deference to humburs;

In full, it will be seen that the Road has been survertised, as by the report of the Mercury, that of four hundred and thirty delegates representing the bugs, and all pretentions of deference to humburs;

In full, it will be seen that the Road has been survertised, as by the report of the Mercury, that of four hundred and thirty delegates representing to the Road way, will be \$3,165,332.

South Carolina from the Union. The world is adopted on the map and confine my observations to the vertised, as by the report of the Mercury, that of four hundred and thirty delegates representing to the Road way, will be \$3,165,332.

In this estimated and terminates six and a limitate we give of Raleign (animate as it is designated on the map and confine my observations to the vertised, as by the report of the Board of Raleign (animate as it is designated on the map and confine my observations to the vertised, as by the report of the Board of Raleign (animate as it is designated on the map and confine my observations to the revertised, as by the report of the Board of Raleign (animate as it is designated on the map and confine my observations to the revertised, as by the report of the Road way, will be \$3,165,332.

In this estimation, and land damages, and evertised, as by the report of the Road way, will be \$3,165,332.

In this estimation, and therefore dismiss the Chapter of the Road way, will be \$3,165,332.

In this estimation of the Road way, will be \$3,165,332.

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In this estima what can, and what actually will be done. Now, in Wayne county, to Charlotte, in Mecklenburg counhas been settled long ago. South Carolina is ready about four millions of dollars before it can be put in ters calmly, is certainly most wonderful. We proto secede at any time that she can get the other operation. the present.

When the day of trial came, the consolidationist with the Charlotte and South Carolina Railroad. ideas of the federalist party were found totally unsuited to a minority section, whose only safety lies in the fullest recognition of the democratic doctrine of State rights, and a rigid interpretation of the constitution. Hence the total annihilation of that party. Even North Carolina went by the board. Such is the actual position of parties. What is the course which the federalist leaders now adopt in order to pave the way for their restoration to power? How do they propose to heal the bleeding wounds, and secure the future peace of the country? By the principles of the "Union party." This Union party uses no clap-trap. we pronounce a humbug, and a most dangerous hum-

eignty, and a rigid construction of the constitution.

It can, must, and will be saved by a return to the literature friend to the interests of this literature friend to the interest of this literature friend to the interests of this literature friend to the interest of this literature friend to the principles of that party, not by its abandonment to run town and section. after any and every mongrel, spotted, speckled and ring-streaked Union party, without principles or settled policy. That this is felt at the South, is abun- with General Saunders, quotes the following lines. South of Mason and Dixon's line. That the leaders of the former whig party, finding their forces like Othello's occupation, gone, should be willing to do anything for a living, is not so remarkable; but that democrats, with their party in the ascendant, and every day adding to the strength of their principles. should turn round, and join this ridiculous humbug, is so difficult of belief, that we should feel much inclined to question the democracy of any man whom we might find so acting.

It has become quite a common trick with the advocates of this Union at all hazards party, to represent all who will not join them as disunionists and traitors. It is also one of their tricks to endeavor to establish an identity between the disunionists at the South, and the abolitionists at the North, on the seem, however, that this is a rather inconclusive argument. Some of the most emphatic Unionists, are the greatest abolitionists. Sumner's letter of accepsance would do honor to Toomes, Stephens, Foote, or any other Union party man. The following Unwith only four dissenting votes :

Resolved, That Massachusetts affirms anew her hostility to slavery and her devotion to the Union; that, inspired by these cherished sentiments, she longs for harmony among the be relieved from all responsibility therefor, so that freedom, instead of slavery, shall become national, and slavery, instead

Now this is right good Union party doctrine. Massachusetts is loud for the Union, but how long, might we ask, would such a Union last? How long ought it to last? The Union is not all, and a Union party is not all. But the Union, under the constitution, is all, and the party that guarantees that Union is all, and that party is the State Rights Democratic party. The Democrat who at such a crisis would desert his party, is either blind or has some sinister motive.

In conclusion, we would beg leave to suggest to our Democratic friends the propriety of avoiding, as much as possible, all criminations and recriminations upon the subject of secession, submission, and so on. Since the thing itself has for the time being passed over, we cannot see the use of perpetuating animosities or repeating epithets which have had their origin in a difference of opinion which, for all practical purposes, is at an end. Since it is now evident that the battle, at least for the present, is to be fought in the Union, let us prepare so to fight it .-Let us consolidate our forces, confident that a National Democratic victory is a Southern triumph, and a defeat a Southern loss indeed.

for the last week, and which has made reading or the present number of the Journal.

operator being a juvenile of about fourteen years .where it can be made really useful.

FIRE.-The Turpentine Distillery, and several hundred bbls. of Rosin, and a number of empty Spirit barrels, together with the fixtures, belonging to the Messrs. FILYAW, above the Railroad Depot, was entirely destroyed by fire on Friday night last. Loss estimated at \$2.000. No insurance. It is supposed to be the work of incendiaries.

Grocery Stores.

We are requested to state that an agreement has

OH, My!-Some of the Federalist papers in this dom; with all her noisy professions against Servin operation some time before the Navigation can state nominate Fillmore for President, and Graham the class of the cla

North Carolina Railroad.

The Board of Directors of this Road met at Raleigh | The Late Convention of Delegates-Its Composition on Monday, the 12th instant, and continued in session until Thursday, the 15th. Full and elaborate reports were received from the Chief Engineer and were instrumental in invoking this body, the inten-

by doing so, we will much sooner become aware of will be a mile and an eighth south of Goldsboro', in regard to the present position of affairs in South ty. It will be 223 miles in length, and cost, with rance of the early and separate withdrawal of South Carolina, it is just as well to set it down at once as a locomotives and cars, \$3,405,132. The calculation Carolina from the confederacy. The Convention Mr. John C. McRae on the 26th of the same month, Mr. fixed fact, that there will be no secession this time. is for a very slender supply of working machinery, Things are coming to that even more rapidly than we totally inadequate to the wants of a Road 223 miles had anticipated. Out of South Carolina, the question in length. It is probable that the Road will cost self-existing. This, to one disposed to look at mat-

Southern States to go with her, but not without .- The location is, of course, by way of Raleigh, pass-The other Southern States will not now join. South ing on the south side of that city, the route most effecting an interchange of sentiment between the Carolina will not go alone. So the matter ends for favorable to the interests of this place and Newbern. Southern Rights Associations of this and other States; From Raleigh it goes by way of Hillsboro', Greens-With one exception, we believe every Southern boro' and Lexington, to Salisbury, and from Salisbu-State is democratic; in fact we may say that the ry to Charlotte, by the Concord route, passing with- to carry out their own purposes, but to overawe Towns of Hillsboro', Graham, Greensboro', Lexington and whig party, as such, has ceased to exist at the South. in a mile of that village. At Charlotte, it connects Charleston, and let the Northern merchants, and

the season will close with Saturday night. They expected. The Company is not suited to tragedy, and should not attempt it. Miss Deening acted her ed. It is idle, it is absurd, it is without a shadow of which I thought at all feasible, and surveyed every line that immortalized himself on Tuesday night as the "Major," in "Life in New York." ELLSLER, as ADAM principles of the whig party? No, but by the no- Brock, in the play of Charles XII., was capital. He Convention, by an overwhelming majority, against try between Raleigh and Salisbury, and their influence up-

What is the use of this party? Is it needed? Is man and staunch member of the Democratic party, unanimous against separate State action. Greenville is their almost innumerable tributaries, embracing among the the Union in present danger? If it were in danger, visited this place in the beginning of this week for could this party save it? To all these questions we the first time in his life. We have never been more answer emphatically-No! The Union has been en- forcibly struck with the want of intercourse between dangered by a violation of the cardinal principles of the interior and seaboard of North Carolina, than we the democratic creed-the principles of State sover- were when we heard Mr. Leake remark that he had

words to the General and ourself:

" Alas, they had been friends in youth, But whispering tongues can poison truth."

the "venerable" of the Journal was born. The

the interests of a numerous and influential denomination of Christians, we think it cannot fail in ob-

ion resolutions passed the Senate of Massachusetts, of Mississippi, has at last put his foot into it, having Judge Cheves' letter was treated in the late Convenjoined the "Union" party in Mississippi, of which party he is going to be the Gubernatorial candidate. We have no doubt he will be very soundly beaten. eval the conviction that this can be finally and permanently in the National Democratic party, but must join a dent men who, we doubt not, compose a majority of washes the base of a high bank which is rarely if ever oversecured only by the overthrow of slavery, so far as the same mongrel odd and end half Federalist and whole humcan be constitutionally done, everywhere within the jurisdie- bug party, is certainly unworthy the confidence of a cils ruling the hour, and themselves and the great West of Goldsboro', to the Wilmington and Raleigh Railtion of the national government; that the free States may Democratic State. QUITMAN will beat FOOTE by Southern cause destroyed.

Three days later from Europe.

The United States mail steamer Franklin arrived at New York on the 19th inst., having sailed from to the 5th. The sales of cotton in Liverpool, for tion of the late congress of delegates. the three days intervening since the departure of the Cambria, amounted to 13.500 bales, including five proceeds to organize in every manner for immediate thousand bales on the fifth, at an advance of an who are for doing something effectual when it can lines were run to Mount Auburn, ten miles East of Raleigh, eighth of a penny per pound, and an improved feel- be done, and not by rashness to ruin everything, are ing had manifested itself in the manufacturing die afraid to move are afraid of being called submittions. ing had manifested itself in the manufacturing dis- afraid to move, are afraid of being called submition- ing on the lands of Wm Vinsons four miles above Smun-field. The result shows I mile, 1720 feet in distance and tricts. Breadstuffs firm and unchanged. Coffee was sixpence lower. Carolina Rice 19s. to 20s. Naval

The Crystal Palace is still the great point of attraction. On the 5th of May the admission fee was reduced to five shillings, and upon that day upwards of 60,000 persons visited the place, and £1,000 sterets were being sold, and the receipts were calculated at £2.000 per diem.

standing their defeat on Mr. Hume's motion relative opposed. To the reflecting, true, and wisely pru- tween Walnut and Crabtree, to its summit in the race field, to the income tax law. It is stated by some of the German papers, that a new effort is about to be made application, or let posterity do it for you? A severe cold under which we have suffered by Hungary to regain her liberty. Austria has demanded the Sultan to retain the fourteen Hungarian writing a labor, will, we hope, excuse any defects in refugees two years longer. The anniversary of the proclamation of the French Republic passed off without The Telegraph is at length in operation, the any disturbance. A Carlist conspiracy had been discovered by the Spanish authorities in Catalonia, and The first despatch was received here on Wednesday. seven of the conspirators shot. The Dresden Con-We will make arrangements to use it in all cases ferences had not terminated. The new law relative created considerable consternation in Lisbon; so in all probability, abdicate the throne and proclaim | ton more than any Coal in market. a Regency. A Spanish army was collecting on the It is a melancholy fact, that our Mechanics have of view, to give it my preference. There are other considerable of view, to give it my preference.

From the Columbia Daily South Carolinian.

his Assistants, and the Road located in accordance tion which it has manifested is too clear to be mistaken. The address and resolutions were ably and adroitly drawn, and exhibit the evidence of skilful was not satisfied with this powerful demonstration. by gathering strength from its own momentum, it declared itself a permanent body, self-created and but as Charleston was selected as the place of meeting, the secessionists per se, immediately took the By a resolution of the stockholders at their meeting held in the lower lines. A comparison of these lines gives the folalarm, and were determined to come down, not only other gentlemen of like cloth, know that Charleston was not the State, nor should she be permitted to THEATRE.—This place of amusement is still open was not the State, nor should she be permitted to quirements of the Charter, to construct a Railroad from the Wilmington and Raleigh Railroad via Raleigh and Salisto good houses. It is getting too hot. We presume move in the game that is to be played was to take bury to Charlotte, and only as absolute under the directions District in the State the Southern Rights Associaplayed RICHARD III. on Wednesday night. We did tions are merely composed of persons violent for imnot see much of it, but have heard it said that LIN- mediate secession. Generally, three or four of the towns. The line would occupy precisely the same ground DEN played RICHARD better than most people had most violent control the Associations, and in making which it does had no allusion to those towns been made in their appointments to this Convention, the most ultra secessionists in nearly every District were selectpart very well, as, indeed, she always does. Brown foundation, to say that this Convention represented in my judgment was deemed necessary to the attainment of tween Morgan's and Bolling's Creeks, to a point about two the sentiment of South Carolina. This is palpable on the slightest examination. For instance, the Dison the slightest examination. For instance, the Dis-trict of Abbeville decided in the election to the State scription of the lines which were surveyed, to submit a few separate State action, yet eighteen out of twenty Walter F. Leake. Esq.—This popular gentleWalter F. Leake. Esq.—This popular gentle
Walter F. Leake. Esq.—This popular gentle
Walter F. Leake. Esq.—This popular gentle
Walter F. Leake. Esq.—This popular gentle
was appointed to this Convention were for the shew that a straight line between Raleigh and Salisbury is crossed by the waters of the Haw and Yadkin rivers, and by against separate action, and Pendleton, Spartanburg,
York, Lexington, and Charleston, and yet there were
also for paratives to the address and resolutions. I only five negatives to the address and resolutions. I opposed to separate State action, and that in Charles-RATHER OBSCURE. The last number of the Wil- shaw, the entire delegations (or nearly so) are op- of a given inclination to the horizon could be maintained, mington Herald, in a notice of our little controversy posed: and yet in the meeting of the Southern Rights and fillings, and an infinite series of abrupt curves. In many Associations, composed of four hundred and thirty dantly proved by the results of all the State elections from, we think, Coleridge's Christabel, applying the to that end. This is really strange—very strange! delegates, only five voted against resolutions looking Out of the Charleston Delegation alone to this Con- to the expense of graduation. vention, at least three-fourths were avowedly opposed to separate action, and one of their number re- crossed flow; in search of a route, on the North, there is no But whispering tongues can posen truth.

This must have happened long ago, for we have but at the earnest entreaty of those who wanted to but at the earnest entreaty of those who wanted to but at the earnest entreaty of those who wanted to but at the earnest entreaty of those who wanted to but at the earnest entreaty of those who wanted to but at the earnest entreaty of those who wanted to but at the earnest entreaty of those who wanted to but at the earnest entreaty of those who wanted to but at the earnest entreaty of those who wanted to but at the earnest entreaty of those who wanted to but at the earnest entreaty of those who wanted to but at the earnest entreaty of those who wanted to but at the earnest entreaty of those who wanted to but at the earnest entreaty of those who wanted to but at the earnest entreaty of those who wanted to but at the earnest entreaty of those who wanted to but at the earnest entreaty of those who wanted to but at the earnest entreaty of those who wanted to but at the earnest entreaty of those who wanted to but at the earnest entreaty of those who wanted to but at the earnest entreaty of those who wanted to but at the earnest entreaty of those who wanted to but at the earnest entreaty of those who wanted to but at the earnest entreaty of those who wanted to but at the earnest entreaty of the earnest entreaty forgotten all about it. If we are not much mistaken, make a one-sided affair of it, the motion was withthe General was a youth over thirty years before drawn, and it is now published to the world that make it quite as long, that it would be more costly and obthere were but five opposed to separate State action. jectionable both in grades and curvature, than the route There may have been but five nays, but it is known around the heads of the water courses before mentioned, that first time we ever saw General Saunders was last that, packed as the body was, there were at least a the direct route would be attended with no better results year, and we did not then think him a very young dozen times that many ready to vote in the negative. the direct route would be attended with no better results than loss of time and unnecessary expenditure, I determined It is beautiful to sweep on in this way, and by such to aboudon it at once, and make the detour of the ridge. exhibition of strategy carry the State headlong cut so plainly indicated by the topography of the country as the THE MESSAGE.—We have received the specimen of the Union; yet these very men who are trying to route for the railroad, which I shall now proceed to describe number of the "Weekly Message." a Methodist carry everything by storm, are constantly exclaim- ions of the line heretofore defined newspaper, to be published at Greensboro', N. C., by ing to those who object to their policy, keep quiet, don't divide, there is but a shade of difference beprinciple, we suppose, that extremes meet. It would sary number of subscribers can be obtained. The properly, is but a thin veil, for as soon as the seces- a Central Railroad paper is very well gotten up, and being devoted to sionists per se. are satisfied of their strength, every The Charter requires that the Railroad shall connect with resistance party of the State but carry out their su-FOOTE. - That most remarkable of all feet, FOOTE themselves destroyed. Look at the manner in which any man who ventures to question the policy of this A man who cannot find sufficient love for the Union and force the conclusion, that the moderate and pru- Railroad passes the Neuse, for a landing. Here the channe

the State, must show their strength and take their It has been urged, we hear, from every quarter

that Charleston will soon be for separate action, (I suppose to keep the State from offering her up as a 11 miles South of Goldsboro'. sacrifice.) and the supposed or asserted charge in relation to Charleston is being used in the country, while it is well known that seven-eighths if not Havre on the 7th. She brings dates from Liverpool eleven-twelfths of the people are opposed to the ac- be found that the line passing through Waynesboro' and in-

The association having declared itself permanent, secession. The moderate, yet firm resistance men, and from this fear stand by and see the State whirled it was therefore selected as the basis of the estimate, and i off like a comet, and everything they hold dear put in jeopardy by the rashness and indiscretion of those each district association, and it will go forth and scarcely more than a majority of a dozen of her con-stitutional convention are in favor of it; and it is her The Ministry seem disposed to hold on notwith- stitutional convention are in favor of it; and it is be- with Walnut creek, and after crossing Walnut creek near Mr. Hutchings', it ascends along the slope of the ridge bestitutional convention are in favor of it; and it is be-

The Deep River Coal Tested. We are informed by Mr. A. A. McKethan, that he has procured for use in his various Forges, a quantiy of Bituminous Coal from Evans's Mine on Deep River, and that it is found to be worth 50 per cent. more than the best Coal he has ever had from the \$6,788 less than on the Middle line, and that in comparison to the press in Prussia is very severe. The insurgive it this additional value. In Mr. McKethan's all these lines, the grade being rather in favor of the Middle rection in Portugal was spreading, and Marshal shops are some of the very best Blacksmiths, from tions as the Northern line. The curvature is also in favor of Saldanha had taken possession of Oporto, which had Baltimore and New York, and they assure him that the South line as compared with both of the other lines. such are its qualities over any Coal they ever workmuch so, that it was believed that the Queen would, the Northern cities, where it will command \$2 per the South line 2750 feet, and the cost \$25,511.

The North Corolina Railroad.

Whatever was the original intention of those who Acting under your instructions to me of July 13th, I proceeded to organize four parties of Engineers. To give effimust write, we propose taking a calm. common sense dent and Chief Engineer to put the whole Road un-

Gregg on the 18th September, and Mr. John McRae on the 27th August.

The aggregate number of miles run by these parties, including the experimental surveys, the approximate and final location, amounts to 1494 miles. When it is remembered location, amounts to 1494 miles. When it is remembered location, amounts to 1494 miles. pose a brief analysis of this body, and the motives governing its action. The object in calling this Convention was understood to be for the purpose of

The conditions imposed by the Charter, make Raleigh and Salisbury intermediate points in the line of the road .-Salisbury on the 12th of July, instructions were given to ascertain by actual survey whether a route passing near the Concord, all things considered, would not be the most practhem however as imperative only so far as respects the re-Charleston by storm. It is well known that in every of the stockholders to ascertain the practicability in comparison with other routes, of a location through the towns of Hillsboro', Graham, Greensboro', Lexington and Concord, and not by any means as restricting the location to those the proceedings of the stockholders. I explored or caused to be examined every route between the Wilmington and Ralthe most practicable route, and the results of those examinations it is now my purpose as brifly as may be to lay before try between Raleigh and Salisbury, and their influence upon the location. An inspection of the map of the State will a Union District, not for any kind of action, and yet most conspicuous, with their branches, New Hope, Rocky Deep and Uharie rivers Any one who has traveled the direct a delegation of the most extreme secessionists represented that District. Kershaw is nearly unanimous must have indelibly impressed on his mind the many "ups winding around them through some of the numerous ravines believe there are twenty-seven Districts in South which constantly present themselves on the one hand or the opposed to separate State action, and that in Charles-ton, York, Abbeville. Chester, Lexington, and Ker-the route of a railroad; no line of any extent either level or places the ridges and hills that would be crossed are composed of gravel intermixed with stones, and not unfrequently they are formed entirely of rock, which would add greatly

The extent of these difficulties may be re arded as unlimit ed on the South towards which the water courses that are Being satisfied, therefore, that no line could be obtained on the direct route without such frequent deflections as would under four separate heads, corresponding to the four divis-FIRST DIVISION

This Division unites the North Carolina Railroad with Sidney D. Burpass, at \$1 per annum. Its regular tween us, and if we divide all our moral strength the Wilmington and Raleigh Railroad, thus forming a continuous line from the Seaboard through the heart of the publication will be commenced as soon as the neces will be lost. This, to one who will view the matter state and reducing to realization the long deferred hopes of

moderate man will go by the board. Let the true the Wilmington and Raleigh Railroad "where the same and Raleigh Railroad, over the Neuse, is united to the main pineness a little longer, until the timid and doubting land on each side by trestle work across extensive low grounds, are swept in the rushing torrent, and they will awake subject to frequent inundations, which affords no secure site from their lethargy and find the State ruined and for a landing or suitable place for building. As this proviroad with Steamboat Navigation on the Neuse, and thus extend its beneme non a tion, hear the threats that were uttered against But- the lower Neuse, I have on account of the objections above ler, and the still stronger denunciations that await assigned to a strict compliance with the letter of the charter, any man who ventures to question the policy of this directed the approach to the Wilmington and Raleigh Railroad by the way of Waynesboro', which affords the nearest ligible site to the point where the Wilmington and Raleigh flowed, affording every necessary facility for transhipment. position while yet time is, or they will find wild coun- three lines were run from station 228, four and a half mile road ; one by the way of Goldsboro', and thence to Waynes boro', making Waynesboro' the terminus of the Road. One by Waynesboro' to Goldsboro' direct, and one by Waynes-

boro', intersecting the Wilmington and Raleigh Railroad, These lines are all laid down on the accompanying map i parison of their cost, length, and grades will be found on ersecting the Wilmington and Raleigh Railroad 14 miles South of Goldsboro', designated as C on the map, is 3,887 feet shorter, and will cost \$10,277 less than line A, which stands next in the comparison. Commencing at station 228. the point of divergence of the routes above described, two ists, are afraid that the reaction will go too far to- \$11,000 in cost in favor of the line by Vinsons: the rate of wards acquiescense in the late measures of Congress: grade and length of straight line is also in favor of this route: From Mount Auburn, after a most thorough examination

designated on the map by the red line. and survey of the country, with the view of obtaining the whose judgments have succumbed to their zeal. The best route through the city of Raleigh, three lines were seproceedings of this convention will be ratified by lected for comparison, which will be designated as the South, each district association, and it will go forth and Middle, and North lines. The South line runs down Wild come back in every newspaper in the country, and and runs up Rocky Branch to its head, passing in the rear of ling were taken in at the door. Many season tick- be re-echoed, that South-Carolina is a unit for sepa- the Governor's and Judge Cameron's residences, and thence rate secession-when it is an ascertained fact that in the vicinity of the Hillsboro' road to the end of this divi-

dent men of the State we would say: "There is a thence it follows nearly the course of the ridge, passes South

then runs a little South of Mr. Atkinson's and through Lane street by the Raleigh and Gaston Railroad Depot, back of the Female Seminary, and connects with the Middle and Southern line near the Haywood road on the lands of Dr.

It appears from a comparison of these lines, as exhibited in North. It possesses qualities in igniting, and in com- with the Northern line, the length is 2175 feet and the cost parative heat, and perhaps other respects, which is \$45,029 in its favor. The maximum grade is the same on route ascending westward, and about the same in both direced. We are also informed that it has been used in through Harrington street, which increased the distance over

vor of the South line, I am compelled, in a professional point

view of things, political and sectional, just as they view of things, political and sectional, just as they address are mild and conciliatory, yet it is apparent and independent charge, and to suffice it to say a separate and to sectional, just as they are without reference to any new-fangled theories are without reference to any new-fangled theories that could be made in the country. The state of the contract before the 9th of July. A reasonable and conciliatory, yet it is apparent in address are mild and conciliatory, yet it is apparent in address are mild and conciliatory. The state of the country is all the essentials of grades cost apparent of the cost of the state of are. without reference to any new-fangled theories or platforms. prepounded or erected by distinguished or platforms. prepounded or erected by distinguished or platforms. The world is ad or platforms the commences at the Wilmington and platforms the commences at the Wilmington and platforms. I shall therefore dismiss the Chapel Hill route as it is and a half miles West tance. I shall therefore dismiss the Chapel Hill route as it is and a half miles west tance. I shall therefore dismiss the Chapel Hill route as it is and a half miles with the principle intended to be announced is the time allowed for commencing the work.

The whole cost of the Road on this plan, including engineers and expenses, superstruction, and land damages, and expenses are considered by distinguished.

> county line. From this point to the Haw river, a thorough and coaches, and the shops for renewal and repairs. connoisance of the country was made and the river examtry, and fidelity on the part of the heads of the respective quence of its objectionable curves and the heavy rock excaand at Trollinger's bridge, noted on the map as the upper and | tion I submit the following estimate, viz: lowing results, viz: The upper line costs less by \$5,000, and of the maximum grades is less, but these favorable features ticable. Keeping these instructions before me, regarding not being sufficient to counterbalance its decreased length and cost. I give the upper line the preference and recommend its adoption. From Providence Meeting House, the line of 405.132 for the Road-way equipment and workshops. this division is traced over very favorable ground along the ridge dividing the waters of Haw and Alamance rivers, to its ermination on the dividing line between Alamance and Guilford counties.

With the view of cutting off the detour, on the route by Hillsboro', around the head of N. Hope, a line was reconnoitered diverging at Parris Yates' on this division, one and a half miles from its commencement, passing around the head of Crabtree and by Mr. Bartley Sear's, eight miles from Yates', thence along a ridge dividing the waters of North East, New Hope and White Oak Swamp to Mr. Marmaduke Williams', where it crosses New Hope, thence on a ridge bemiles from Chapel Hill, where the ridge, upon which the College is situated, rises very abruptly; to ascend to the summit of this ridge either Morgan's or Bolling's are available; having attained the summit, at Mr. Arch. Andrews', owing to the necessity of exceeding our maximum grades in the passage of Cain and Haw Creeks, the line would be compelled to follow the ridge heading these creeks, until it interseets the line heretofore described as the Chapel Hill ridge line, near Mr. Fred. Williams', and thence with that line as the line by Hillsboro', and a comparison of the grades, curvature and cost would also be against it. This being the result of the reconnoisance, it was not thought advisable to incur the expense of a survey.

THIRD DIVISION. This division begins on the Alamance and Guilford lines, This division begins on the Alamance and Guilford lines, about one and a half miles north of the stage road on the ridge dividing the waters of Traverse creek from those of Alamance, and continues on this ridge about two miles, thence it descends the Valley of Book greak which it groups at it. it descends the Valley of Rock creek, which it crosses at its the eastern terminus of the road, with her large West India junction with Cedar prong, thence upon the south slope of trade and varied commerce, giving her the ability to supply Cedar prong Valley, to the summit of the ridge, dividing its waters from Birch Creek, thence along the south slope of the ridge, dividing Alamance and South Buffaloe creeks, crossing open by the Raleigh and Gaston Railroad, with their deit at the intersection of the Shallowford and Fayetteville mands and means of supply, all uniting to stimulate industroads. The line then descends to South Buffaloe creek, crossing it about one thousand feet below the stage road bridge, and business to the road as to render it almost unnecessary Buffaloe creeks, on which it continues to Greensboro', cross- But, if we were permitted to look abroad, we could with ing South street three hundred feet north of the Caldwell In-stitute, thence on the ridge to station 928 near Mr. Nathan day, in connection with other schemes, place this one also in Hiatts'. From this point to Lexington, three lines present communication with Memphis, which seems to be regarded

1839, a quarter of a mile west of Prospect meeting house on seem to attend the very reasonable project of extending the From station 1839 it continues heading nearly the waters of

where it joins the 4th division. The Middle line diverges from the Fair Grove line at staion 1839, crosses the head waters of Hunt's Fork to the ridge | borders of the State in search of trade and travel to demonbetween Rich Fork and Hambie's creek, which it follows strate the productiveness of the Stock of the North Carolina three miles; thence it descends into the Valley of Jimmic's Railroad. I am, however, not indifferent to the income ariscreek to Conrad's old mill; here the line crosses the creek ing from the through business; it is one of the certainties of and again makes two crossings at the bend of posite Mrs. | the present which I count largely upon from our connection Lopp's, and passes over the point of a ridge between Jim- with the Charlotte and South Carolina Railroad. Having. mies creek and hien rork, crossing the latter near its june | however, in the outset confined myself to the limits of the tion with Hambie's creek, thence it crosses Abbott's creek | road, and to a simple statement of its influences in promoting about half a mile above the junction of Rich Fork, thence it home industry, and thereby adding to the wealth of the passes up the valley of Abbott's creek, crosses Leonard creek | State, and creating business for itself-I have, although enard's creek to Parks', passing Lexington 1200 feet south of draw heavily from other sources-I prefer leaving that the Court House. This line may be straightened by a route branch of the estimate to others quite as competent to the eaving the line which is common to it and the Fair Grove computation as myself; to make such additions as may suit ine at station 1641, passing three-fourths of a mile north of their views. se, and coming into the middle line again about 5 miles 1644 feet from the point of starting.

rivers; thence it descends Piney branch to its mouth, where | ving in the transportation of the produce of an acre of la preference and recommend its adoption.

The location of this division commences at the termina- in the cost of transportation. tion of the Third Division above described. The line passes through the far-famed fertile lands of the ersey Settlement. Swearing Creek and North Potts Creek, mill, on the lands of Dr. Holt, which furnish the best evidence on the line of the beneficial effects of a judicious com-bination of science and practical experience in farming. The econd branch of Potts' Creek is crossed at the Trading Ford road, and by a cut across this road the line enters the valley ted across the Yadkin. The upper line crosses the river a ridge 1000 feet long, 8 feet above high water, and 24 feet ufacturing establishments, it needs no argum above low water. I am not prepared to give an opinion as to the comparative advantages of these two lines, and ex-2315 the town of Salisbury. From station 1328 the line descends to the valley of Irish Buffaloe and crosses the creek ded at least with the working of the existing establishments 2315 the town of Salisbury. crossing Caudle Creek and Rocky River, 423 and 578 miles respectively from Irish Buffaloe, the line passes over into as well as producing State.

the valley of Back Creek, and ascending the ridge between The home market built v Back and Mallard Creeks, the summit of which is gained lishments will stimulate, encourage and foster the agriculnear Col. Cochran's, it then follows the Creek of the ridge tural interests, which is the great interest of the State. And favorable point for crossing at station 132, thence to Char- one. The greatest benefit will be conferred on the otte, passing on the Southeastern side of the town to station 1049, the end of the Charlotte Railroad.

The line above described is the result of a full reconnoissance of the country, and a comparison of the cost, grades,

a saving to the Company.

SECOND DIVISION.

After several trial lines across Crabtree creek which is en-On, My!—Some of the Federalist papers in this State nominate FILLMORE for President, and Grahum for Vice President, and Grahum for Vice President. Marciful Moses, how they will be described by the slaves of her factories; the slaves of her slaves of her factories; the slaves o

Hillsboro', two routes present themselves, one pursuing the locomotive power. The grades nowhere exceed fifty feet per idge dividing the waters of the Eno and New Hope rivers, mile, and curves of five degrees deflection, adopted as the

To the President and Directors of the North Carolina Rail Road:

RALEIGH, May 5th, 1851.

Gentlemen:—I have the honor to submit the following report of the progress and results of the surveys for the North Carolina Rail Road.

Acting under your instructions to me of July 13th, I pro
ridge dividing the waters of the Eno and New Hope rivers, forming an independent line crossing Haw river at Gilbreth's minimum, occur in but very few instances. The length of the Road is 223 miles.

I have estimated for a single track, with the condition of the waste earth being disposed and the borrowed earth taken unites with the other at Providence meeting house. These report of the progress and results of the surveys for the North Carolina Rail Road.

Acting under your instructions to me of July 13th, I pro
first line and New Hope rivers, forming an independent line crossing Haw river at Gilbreth's minimum, occur in but very few instances. The length of the Road is 223 miles.

I have estimated for a single track, with the condition of the waste earth being disposed and the borrowed earth taken by widening the cuts, with a view to a double track, the Road waters of the Eno and Haw rivers by a deflection from the condition of the water of the providence meeting house. These with the other at Providence meeting house. These by widening the cuts, with a view to a double track, the Road to be formed of gravel or other suitable material to the waters of the Eno and Haw rivers by a deflection from the survey for instances. The length of the Road is 223 miles.

I have estimated for a single track, with the condition of the waste earth being disposed and the borrowed earth taken by widening the cuts, with a view to a double track, the Road waters of the Eno and Haw rivers by a deflection from the year of the Eno and Haw rivers by a deflection from the year of the Eno and Haw rivers by a deflection from the year of the Eno and Haw rivers by a deflection from the year of the Eno and Haw rivers by a deflection from the year of the Eno a first line at Gravelly Hill, and thus the various routes crossing Haw river, which will hereafter be described, may be built of stone or brick, and the wooden bridges to be on the made a part of either line and a comparison between the two most substantial plans of arch bracing, resting on the stone may be made; adopting either of the crossings of the river. abutments, and every description of work to be as permanent

The whole cost of the Road on this plan, including engivarious Southern Rights Associations throughout the State, only five were found dissenting to the positions laid down. This is certainly remarkable unanimity, and is well calculated to give the assurance of the early and separate withdrawal of South Mr. Prevost was sent to the field on the 21st of August, those of Back creek, a branch of Haw river, and along this cient to cover all expenditures for the items therein embraridge it is traced to the vicinity of the Orange and Alamance | ced ; and everything is included except the locomotives, cars

The cost of the shop and fixtures may be put down at \$100. ined from the shallow Ford to Ruffin's Mills. The result of | 000, though the whole of this expenditure will not be neces The number of locomotives and their trains depend of quence of its objectionable curves and the heavy rock exca-vations between Eack creck and Haw river. This narrowed down, the choice between the two routes crossing at Long's. able it to do the business of the first year. With this restric-

Which sum, added to the two preceding sums, give \$3,-No difficulty or extraordinary expenditures will be encountered on any portion of the line in procuring substantial foundations for the works of art. The soil on every portion, peculiarly adapted to the formation of a dry and firm road bed; timber for sills are found every where convenient to the line; for several of the bridges, it will have to be transported a considerable distance; with this exception and the scarcity of good building rock at some points, suitable mate-

In relation to the income of the road, I have no data, if it were my province to do so, upon which I would be willing to venture even a conjecture of the specific amount. But, upon a subject of so much importance to the stockholders it may be expected that I should say something, at least in relation to the prospects and just expectations that may be entertained by those who have embarked in it.

This railroad passes through the almost entire length of

rials of every kind are found every where convenient to the

the State, it embraces, in its route a variety of soil and productions not to be found on any railroad in the country. It commences in the rice fields on the Cape Fear, and terminline, near Mr. Fred. Williams', and thence with that line as run. Owing to these frequent deflections, this route, altho' Mecklenburg, traversing on its way a highly productive grain. Tobacco and Cotton growing country. What is decalled the direct route, would be about two miles longer than the line by Hillsboro', and a comparison of the grades, curfound on another, the raw material on one point will supply the manufactures at another, who in turn will send out the wrought fabrics to the producer. The wheat and flour of the West will be exchanged for the products of the coast, and thus a reciprocal, growing and constantly increasing thence it descends to the ridge between North and South to look beyond its limits for the sources of its productiveness themselves for comparison—which we will designate the Fair Grove, Middle and Northern lines.

The Fair Grove and Middle lines are common to Prospect Meeting House; before reaching this point the line crosses and secure harbour crowded with shinning from all parts of South Buffaloe near Mr. A. Wilson's Bull Run, a little be- the world. Such speculations would probably not be considlow the stage road ford, and Deep river 1200 feet below the ered rational, though far within the bounds of the visions stage road bridge; thence the line passes a little to the south | which fill the mind of the prejectors of Railroads possessi of Jamestown, up the south prong of Big branch to station nothing like the probabilities of accomplishment as would

the summit of the ridge between Deep river and the Yadkin. North Carolina Road into Tennessee and down to Feaufort. And why should not North Carolina accomplish this enter-Hunt's Fork, thence it descends along the south slope of the prise ? I believe she will; she has already authorized sur-Valley of Hambies' creek, crossing the Raleigh road near veys to ascertain the cost of extending the road over the Fair Grove meeting house, and continuing upon the north | mountains and granted a charter for a Railroad to Newbern; side of the road to a point near the house of Mr. Smith Cur- both schemes are entirely feasible and practicable, and will y, thence keeps near the Raleigh road and passes about 300 at no distant day, I have no doubt, be accomplished. They cet to the left of the Poor House, thence it descends to Ab- are probable in theory, and what is probable in theory has in out's creek, crossing it about three-fourths of a mile below practice a ways proved true. But these schemes are in the Randolph's bridge; thence it passes up the south slope of the future, although in my opinion in the certain future. I prealley of Grimes' branch to the summit of the ridge between | fer reasoning from the past and grasping what is before me Abbott's and Swearing creeks, near Parks', at the crossing | Looking, then, as I have said, to the wide spread demand, of the stage road about 4,500 feet west of the Court House. and to the ability and capacity of the country on the immediate borders of the road to supply that demand, I have no fears of the result and feel no need of traveling beyond the near its mouth, and thence along the sloping ground of Leon- tertaining just expectations, not felt myself at liberty to

The effect of railroads everywhere is to increase the value of lands. The ratio of increase is dependant upon the fertil-Northern line ; the line deflects from the Fair Grove and ity of the soil and the remoteness of the lands from market, Middle lines, at station 928, at Heat's; thence it crosses and the amount of increase is exactly the capitalized sum South Buffaloe creek, a little below the Salem road, it then which the saving in the transportation upon the annual produce of an acre would give. For instance, if the annual sacrosses the north prong of Deep river, thence passing over is one dollar, the value of the land will be increased \$16,667, the ridge between the north and south prong, it crosses the the capital which at six per cent, would yield a dollar. My south prong just below Chapman's mill. Thence it follows own impression is, that the lands on the line of the North up Tan Yard branch to its head, thence crosses Rich Fork | Carolina Railroad will be increased in a greater ratio that near its source and immediately ascends to the ridge between this, now universally acknowledged principle of computation Abbott's creek and Rich Fork, along which it runs to Mr. | would give, for the reason that they are from some cause Andrew Link's, on the stage road, when it commences de- greatly underrated, especially from Lexington to Charlotte; cending and crosses Abbott's creek about half a mile below the lands on this portion of the road which grow Cotton as the stage road bridge, and thence along the grounds of Ab-bott's creek to its re-union with the Middle line at station uated in reference to markets, and which grow only grain 2381. The length, curvature, grades, cost of construction and grass, are valued at very little more than half the price of and maintenance being in favor of the Middle line, I give it the lands in Virginia. The effect of the Railroad will be to raise these lands to their proper standard of value, and add also thereto the enhanced value arising from the diminution

The manufacturing establishments on the line of the work, which are now in a comparatively feeble and declining condition, will receive an impulse that will reward their enter which water these lands, are crossed; the first at Yarbrough's | prising proprietors, and revive the drooping hopes of the advocates of home industry. For it must be obvious to every one how they are affected by the cost of transportation. The expense of transporting the raw material, and manufactured goods, constitutes an element in the cost of those goods in market, The means of transportation are in fact but a part of the machinery in the manufacture of goods for

of the Yadkin, which it pursues to station 2720, on the land market, and the same principle applies as well in the imof Mr. T. McDonald. From this point two lines were loca- provement of the one as in the other. The man with good machinery can manufacture profitably and sell at a price at little below Lock's bridge, on a bridge 600 feet long, 46 feet | which the one with poor machinery would be ruined. If then above low water, and 30 feet above high water. The low line crosses the river near the lower end of Chowan's Island by a terial, breadstuffs, and other articles of consumption in mantion to shew that he who can make use of a Railroad for this purpose can always undersell those who are without the actide in the affairs of men, &c." Will you make the affairs of men, &c." Will you make the application, or let posterity do it for you?

The North line is identical with the Middle line, until it will embrace the cost and any contingencies of a farther extension of the cost and any contingencies of a farther extension.

In Northern manufactories, the line and the water. I would be done the first low stage of the water. I have been a sum as shall, however, place in the general estimates such a sum as will embrace the cost and any contingencies of a farther extension. modation. This is the true secret of the success of the amination. These two lines re-unite at station 2517 on the ridge near the head of small branches of the Yadkin, and thence for a distance of 22½ miles follows the ridge, keeping than the transportation to many manufactories in North within the vicinity of the stage road, and passing at station. Carolina, within a hundred miles of the Catton fields. Carolina, within a hundred miles of the Cotton fields. The reduction in the price of transportation must be atten-

the accompanying table, that the South line is 1875 feet shorter, and that the cost of graduation and construction is road and about a mile from the village of Concord; thence of others will follow until in course of time the State will road and about a mile from the village of Concord: thence of others will follow, until in course of time the State will become a manufacturing, and by consequence a consuming The home market built up by the Manufacturing estab-

from which it descends, crossing some of the head waters of thus the great ends of government will be accomplished by the tributaries of Sugar Creek, into the valley of one of the the silent workings of the system of internal improvements, main branches of that Creek, along which it is traced to a without doing violence to the theories or prejudices of any number. In fact all will be benefitted. For the N. C. Railroad is not a mere line of railroad accommodating a single line of travel and operating on a narrow section of the State: there is carcely any portion or any interest in the State that is not bena Regency. A Spanish army was collecting on the Portuguese frontier.

Portuguese frontier.

Bank of Favetteville.—The annual meeting of Stockholders took place yesterday. The proposition of the Legislature that the Bank should relinquish of the Legislature that the Bank should relinquish the right to issue small notes, was rejected, with one of the country, and a comparison of the cost, grades, been importing Coal from the interior of Virginia and Pennsylvania, whilst we have had a supply sufficient for centuries, of a better quality, within 40 of the Legislature that the Bank should relinquish the right to issue small notes, was rejected, with one of the country, and a comparison of the country and length, with a trial between Lexing too the Yaddes, bank and length, with a trial between Lexing to make the propriety and length, with a trial between Lexing to make the bleading the such as the propriety and benef We are requested to state that an agreement has been entered into by the proprietors of the grocery stores of this town, for the purpose of closing their doors at sundown, or early candle-light, from next Monday until the 15th of September. All persons wishing to obtain groceries will, therefore, be under the necessity of doing so before the hour of the necessity of doing so before the hour of recreation during the hot summer months, hours of recreation during the hot summer months, and seems to us to be highly commendable.

We have a commendable of the federalist town of the Federal in the Federal of the Federalist town of the Federal in the Federal of the Federal in the Federal in